

MONDAY, the 6th inst., being a Bank hol-

hour between 8 and 9 a.m., after which, letters, &c., may be posted in the night box. Delinquents will be made at the Post-office.

Kowloon in the morning only. The Money Order office will be entirely closed.

The Spectator, referring to the plague in

Hongkong, says that, judging by European examples, the best remedy would be to burn the native town to the ground and rebuild it on a plan allowing of ventilation. The expense would not be great, and the cure in London, at any rate, was radical. It may be strange that the preponderance of scientific opinion is in favour of some such scheme.

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We would remind our readers of the open-air promenade expert which takes place at

evening. The object of the concert will, in itself, ensure a large attendance, but the Committee have been successful in providing an excellent programme, which will be contributed to by Mrs Preston, Mrs A. G.

Gordon, Miss Lammert, Miss Ruby Skertchly, Messrs C. H. Graco, Waddell, J. D. Lapraik, Sliman, O. T. Robinson, Danenberg, A. Cox, G. O. Hayward, R. F. Lammert and H. Hayward. Selections of

SHIPBUILDING in the United States is in a healthy condition. During the first three-

quarters of the present fiscal year, according to the records of the bureau of navigation, there were built in the United States and officially numbered 339 wooden sailing vessels of 24,271 tons, and 221 wooden steam vessels of 29,948 tons. During the same period three iron or steel

The sailing vessels were built of 4,749 tons, and 27 iron or steel steam vessels of 26,920 tons. These sailing vessels aggregated 342 in number and 20,021 tons in measurement. The steam vessels aggregated 243 in number and measured 56,869 tons. The entire num-

ber of vessels built and numbered was 590, the tonnage being 85,890.

This feeling for pedigree, though it is inexplicable, for after all the Founder is usually the greatest of his line, is permanent

and indestructible, says *Spectator*; and there was therefore universal pleasure when it was announced that the Duchess of York has been safely delivered of a son, and that the line of Coburg was, humanly speaking, destined to continue. England, some people think, will be a Republic before the

hence; but dynasties are long-lived, England has been reared Republicanism than she is now, and within the time of men still living a new rampart has built itself round the Monarchy. When the Royal Standard is

pulled down, the Empire will be pulled down too, and it is the Empire that the people delight in, rather than in any dream of a federation of the English-speaking peoples, which would transfer all political initiative from London to some city across

the Atlantic. We do not see why language should be much of a bond, and we do see that the Spanish-speaking Republics are no friends to Spain. For anything anyone can forecast, not only may the newest Coburg reign in Great Britain and India, but his tenth descendant. The hold of the

the word 'Republic' over the imaginations of mankind has not increased of late years, nor the evidence that democracy and Monarchy are inherently incompatible.

At this precise moment, says the Singapore Free Press of the 27th ult., until H. M. S. *Rattler* arrives, and unless the *Leander* slips back again as quietly as she stole away from her anchorage yesterday morning, the naval protection of the Colony and of the Imperial trade route, through the

the Imperial trade route through the Straits of Malacca hangs upon the Colonial steamer *Sea Belle*, and the small brass signal-gun she carries on her bows! We really think that the Resident of Selangor might advise our ally the Sultan to lend the *Emeralda* for the protection of the Colony

until the reappearance of some war-vessel carrying the naval ensign of Britain. With respect to any possible financial objection we might say that such a course would probably not involve our paying Belanger a 'naval contribution' for its assistance.

The impression seems to be general that the Leander has been called up to Hong-kong in view of a possibility that a naval demonstration might be required to support any political representations made on behalf of Britain regarding the awkward turn of

ships in Korea. There is also the chance that she might have proceeded to Siam. But wherever she has gone it is noticed that she did not coal up before going out of harbour yesterday morning, although, on the other hand, it is supposed her bunkers were pretty full. The *London*

BRITISH TROOPS FOR FORMOSA.
It was rumoured this morning that small

detachments of British troops were to be sent from Hongkong, to be put at the disposal of the British Consular authorities in Formosa to protect British interests, if the

turn of events should render it advisable. We are informed, however, on the best authority, that no such step has yet been contemplated. If the Japanese attack Formosa, as they have done in previous

were with China, probably some action of this kind will become necessary.

THE PLAGUE IN HONGKONG.
The Saigon Press publishes the fol-

Following extract from a letter of the French Consul in Hongkong, dated July 10:—'The epidemic of black plague seems now to have quite entered the last or disappearing stage, and we have grounds for hoping that in a short time from now the measures which

have had to be enforced in regard to ships from Hongkong may be, if not abolished, at least made less severe.'

The following are the statistics for the twenty-four hours to noon to-day :—

	Hygia.	Kennedy.	Cette	Drept.	Chy.	Total.	Increase	Decrease.
Admissions	0	0	0	0	0	0		
Deaths	0	0	0	0	0	0		
Discharges	2	1	0	0	0	3		
Under Treatment	2	1	0	0	0	3		

* 2 Sent to Tung Wah.

The following are the statistics of the Lai-chi-kek Hospital for the 1st August, published in the *Chinese Mail* (Wah Ts. Yai Po):—

Admissions	Deaths
1	1

Deaths	2
Discharged	3
Under Treatment	38

Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... SATURDAY, Aug. 11, at 1 p.m.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Aug. 29, at 1 p.m.

City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Sept. 19, at 1 p.m.

THE U. S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, 11th August, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND TRIP in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, July 24, 1894. 1212

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Oceanic (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... TUESDAY, Aug. 21, at 1 p.m.

Gaio (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... TUESDAY, Sept. 11, at 1 p.m.

Belgic (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Oct. 10, at 1 p.m.

THE Steamship *OCEANIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 21st August, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, August 1, 1894. 1261

Mails.

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Victoria ... Tuesday August 7.

Tacoma ... Tuesday August 28.

Sikh ... Tuesday October 16.

Vancouver ... Tuesday November 6.

THE Steamship *SIKH*, Captain J. Rowley, sailing at Noon, on TUESDAY, the 7th August, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

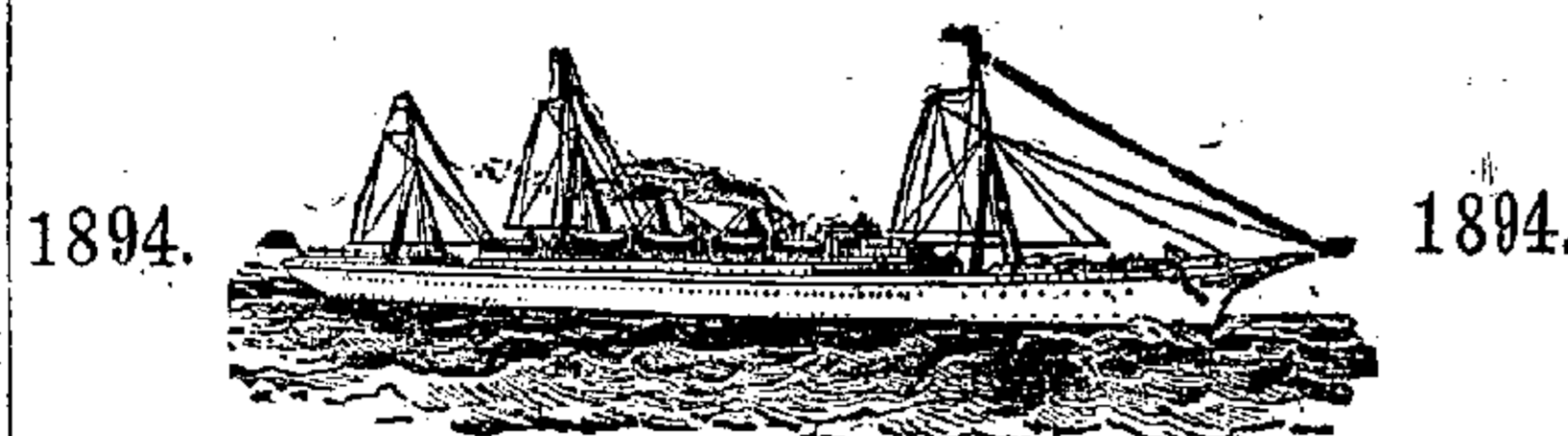
Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARILL & Co., Agents.

Hongkong, July 19, 1894. 1195

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twice Sore Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA ... Comdr. R. ARCHIBALD, R.N.R. ... WEDNESDAY, 15th August.

EMPRESS OF INDIA ... Comdr. O. P. MARSHALL, R.N.R. ... WEDNESDAY, 5th Sept.

EMPRESS OF JAPAN ... Comdr. G. A. LEE, R.N.R. ... WEDNESDAY, 3rd October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (R.O.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent, PEDDER STREET, 1219

Hongkong, July 25, 1894.

SHARE LIST—QUOTATIONS—AUGUST 3, 1894

Stocks.	No. of Shares.	Price.	Value.	Change.	Quotations.
Hongkong and Shanghai Bank Corp.	80,000	125	all	99 % prom.	
New Issue.					
Bank of China, Japan and Straits.	99,875	10	1 1/2	100 %	
Ind. ...	1,200	1 1/2	1 1/2	100 %	
National Bank of China, Limited.	1,000	10 1/2	8 1/2	82 3/4	
MARINE INSURANCES.					
Canton Insurance Office Co., Ltd.	10,000	25 1/2	25 1/2	100 %	
China Traders' Insurance Co., Ltd.	24,000	33 1/2	2 1/2	64, buyers	
North-China Insurance Co., Ltd.	5,000	20 1/2	20 1/2	100 %	
Strait Insurance Co., Ltd.	30,000	10 1/2	25 1/2	82 3/4, sellers	
Union Insurance Society Co., Ltd.	10,000	25 1/2	25 1/2	100 %	
Yangtze Insurance Association, Ltd.	8,000	60	60	100 %	
FIRE INSURANCES.					
China Fire Insurance Co., Ltd.	20,000	10 1/2	10 1/2	100 %	
Shanghai Fire Insurance Co., Ltd.	3,000	30 1/2	30 1/2	100 %	
Straits Fire Insurance Co., Ltd.	20,000	10 1/2	10 1/2	100 %	
DOCKS.					
Wong & Whampoa Dock Co., Ltd.	12,500	125	all	95 % prom., sales & sellers	
STRAITS.					
China and Malacca S. S. Co., Ltd.	5,000	50	all	100 %	
Douglas Steamship Co., Limited.	20,000	50	all	100 %	
H.K. O. and M. Steamship Co., Ltd.	80,000	20	all	100 %	
Indo-China S. N. Company, Limited.	60,000	10	all	100 %	
Steam Locomotive Company, Limited.	20,000	10	all	100 %	
China Mutual S. N. Co.	20,000	10	all	100 %	
Do. (new issue).	20,000	10	all	100 %	
REFINERIES.					
China Sugar Company, Limited.	15,000	10	all	100 %	
Union Sugar Company, Limited.	7,000	10	all	100 %	
WATERWORKS.					
H.K. & Kow. Water & Godown Co.	20,000	50	all	100 %	
Wanchai Warehouse and Storage Company, Limited.	2,000	100	37	40, sellers	
LAND AND BUILDING.					
Hongkong Land Investment and Agency Company, Limited.	50,000	10	30	50 1/2	
Kowloon Land and Building Company.	6,000	50	3	50 1/2, sellers	
Humphreys' Estate & Finance Co.	1,000	10	all	100 %	
West Point Building Co., Limited.	12,500	50	30	40 1/2	
TRAMWAYS.					
H.K. High-Level Tramways Co., Ltd.	1,200	100	all	100 %	
MINING.					
Jelebu Mining & Trading Co., Ltd.	45,000	10	all	100 %	
Punjab Mining Co., Ltd.	60,000	4	30	100 %	
Societe Francaise des Charbonnages du Tonkin.	8,000	50	50	100 %	
NEW BALMORAL Gold Mining Co., Ltd.	15,000	10	all	100 %	
East Aust. Gold Mining Co., Ltd.	1,310	10	all	100 %	
Societe Francaise des Houilleres de Touraine.	300,000	500	all	100 %	
PLANTING, ETC.					
China-Borneo Company, Ltd.	7,500	10	30	100 %	
H. G. Brown & Co., Limited.	6,000	50	all	100 %	
HONGKONG HOTEL COMPANY, LTD.	6,000	50	all	100 %	
A. S. Watson & Co., Limited.	60,000	10	all	100 %	
Dakin, Oriskany & Co., Ltd.	50,000	5	all	100 %	
LOANING.					
H.K. and China Gas Co., Limited.	7,000	10	all	100 %	
Hongkong Electric Co., Limited.	30,000	10	all	100 %	
GREEN ISLAND CEMENT CO., LTD.	20,000	50	all	100 %	
Hongkong Brick & Cement Co., Ltd.	4,000	15	12	50 1/2	
MISCELLANEOUS.					
Campbell, Moore & Co., Limited.	1,200	10	all	100 %	
Gao, Fawcett & Co., Limited.	6,000	50	all	100 %	
Hongkong Bakery Company, Ltd.	60,000	10	all	100 %	
Hongkong Dairy Farm Co., Ltd.	3,000	10	all	100 %	
Hongkong Ice Company, Limited.	6,000	25	all	100 %	
H'kong Rope Manufacturing Co., Ltd.	3,000	50	all	100 %	
H'konger's shares.					

Chinese Imperial 1888 ... 787,200 ... 250 ... 7 % p. annum ... 10 % prom., sales

Hongkong Hotel (Mort.) ... 400,000 ... 4500 ... 6 % p. annum ... 10 % prom., sales

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Intimations.

SANTAL-MIDY.

The pure Essence of Santal obtained by Midy's process from the best Myrover wood.

SANTAL-MIDY entirely different from the Santal of the Indian Bazaar, is superior to Capsules, Cubes, or injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all derangements of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in capsules, each of which bears the name "MIDY" in black letters, without which none are genuine.

SANTAL-MIDY Beware of All other Capsules or mixtures contain impurities, resins, oils, &c., and are worse than useless.

SANTAL-MIDY is sold by all chemists and medicine dealers throughout the world.

Paris: S. Rue Vivienne, 8.

For Sale by A. WATSON & Co., Chemists.

Hongkong, July 19, 1894. 1195

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, as following:

Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and these in the body of the

Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.

6. From Peddar's Wharf to the New Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kowloon Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

Vessel's Name.	Flag.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Assignees or Agents.	Destination.	Remarks.
Steamers.								
Active	S	c Storm	Dan. str.	355	Aug. 2	Arnhold, Karberg & Co.		
Agnes	S	c	Foh. str.	290	July	Geo. R. Stevens		
Ariake Maru	S	c	Japan. str.	1885	July 27	Mitsui Bussan Kaisha		
Bengalee	S	c	Sarkah. Brit. str.	1160	July 27	Gibb, Livingston & Co.	Kobe	To-morrow
Bingao	S	c	Barabib. Italian str.	1498	July 27	Carlowitz & Co.	Bombay, &c	To-morrow
Donaghmore	S	c	Erans Brit. str.	1672	July 27	Dodwell, Carill & Co.	Nagasaki	To-morrow
Donar	S	c	Grundmann. Ger. str.	1015	Aug. 2	Laute & Wegener	Saigon	To-morrow
Esang	S	c	Payno Brit. str.	1127	Aug. 3	Jardine, Matheson & Co.		
Fokien	S	c	Davis Brit. str.	509	Aug. 3	Douglas Steamship Co.	Tamsui	To-morrow
Freer	S	c	Lang. Dan. str.	387	Aug. 3	Arnhold, Karberg & Co.		
Galaxy	S	c	Lang. Uhl. str.	1504	July 27	G. M. S. N. Co.	Shanghai	To-morrow
Glenary	S	c	Ferguson Brit. str.	1324	Aug. 3	Jardine, Matheson & Co.	Shanghai	To-morrow
Gwalior	S	c	Denny Brit. str.	1548	July 28	P. & O. S. N. Co.	Yokohama	To-morrow
Hongkong	S	c	Bastian Fran. str.	937	July 31	A. R. Marty	Shanghai, &c.	To-morrow
Java	S	c	Chillard Brit. str.	2332	July 31	P. & O. S. N. Co.	Shanghai	To-morrow
Mongkut	S	c	Chicheats Brit. str.	859	July 20	Yuen Fat Hong	Bangkok	To-morrow
Myndon	S	c	Brown Brit. str.	1816	Aug. 3	Butterfield & Swire		
Norman	S	c	Archella Br. str.	65	June 1	Order		
Norman	S	c	Fricle Amer. str.	3528	Aug. 17	P. M. S. S. Co.	San Francisco	11th inst.
Prato	S	c	Saar Ger. str.	655	July 22	Butterfield & Swire		
Rio	S	c	Davidson Ger. str.	1019	July 31	Wiel & Co.	Amoy	To-morrow
Sikh	S	c	Rowley Brit. str.	1875	July 27	Dodwell, Carill & Co.	Tacoma, &c.	7th inst.
Swatow	S	c	Brown Ger. str.	830	July 30	Melchers & Co.		
Tai	S	c	Dams Brit. str.	862	Aug. 1	Yuen Fat Hong	Bangkok	5th inst.
Thales	S	c	Bathurst Brit. str.	819	Aug. 2	Douglas Steamship Co.	Taiwanfo	To-morrow
Sailing Vessels.								
Saato	S	k	Eggers Ger. bgs.	348	Oct. 14	Order		
Salob Curtis	S	k	Broek Am. yacht.	59	June 4	Captain		
Shanley	S	k	Nicar. bgs.	600	June 26	Shewan & Co.		
Shanley	S	k	Mahany Haw. bgs.	598	June 18	Shewan & Co.		
H. Hackfeld	S	k	Hilgerloh Ger. bgs.	1249	Aug. 2	Melchers & Co.		
Diddet	S	k	McQuindy Br. am. bgs.	2500	June 26	David Sassoon, Sons & Co.		
Dipatan	S	k	Quentavino Italian bgs.	396	June 22	Musso & Co.		
Kitty	S	k	Wilson Brit. bgs.	918	July 16	Gibb, Livingston & Co.		
Shanley	S	k	Stelle Amer. sh.	1488	May 16	Jardine, Matheson & Co.		
Shanley	S	k	Shanley Brit. str.	322	July 28	Wiel & Co.		
Silverhorn	S	k	Gibson Br. 4-m. sh.	1853	July 26	Shewan & Co.		
Sheshanah	S	k	Sewall Amer. sh.	2828	July 19	Reuter, Brockelmann & Co.		